

SBA S.Y.

BRENT TOWING Co.

3-10-86

Survey Requested by

Vessel Owner or Agent

Date

WBC 11

TANK BARGE

SBA/JENNINGS Co.

Vessel

Type of Vessel

Specific Location of Vessel

COAL TAR

SW COALS

10:00 AM

Last Three (3) Cargoes

Test Method

Time Survey Completed

BOW RAKE
STERN RAKE

WING VOID D.B.'s
1-2-3 PORT/STAR

SAFE FOR WORKERS
SAFE FOR HOTWORK

PORTABLE AIR VENTILATION REQD.
IN WORK TANK. (MIN. 1000 CFM)

CARGO TANKS

1-2-3 - SAFE FOR WORKERS - SAFE FOR HOTWORK
PORTABLE AIR VENTILATION REQD. FOR ENTRY.

STEAM COILS - BLOWN WITH AIR - SAFE FOR HOTWORK

CARGO LINES & DEEPWELL - WASHED & DRAINED

In the event of any physical or atmospheric changes adversely affecting the STANDARD SAFETY DESIGNATIONS assigned to any of the above spaces, or if in any doubt, immediately stop all work and contact the undersigned Marine Chemist.

QUALIFICATIONS: Transfer of ballast or manipulation of valves or closure equipment tending to alter conditions in pipe lines, tanks or compartments subject to gas accumulation, unless specifically approved in this Certificate, requires inspection and endorsement or reissue of Certificate for the spaces so affected. All lines, vents, heating coils, valves, and similarly enclosed appurtenances shall be considered "not safe" unless otherwise specifically designated.

STANDARD SAFETY DESIGNATIONS (partial list, paraphrased from NFPA 306 Subsections 1-6.1 through 1-6.4, and Subsection 5-3.2).

SAFE FOR WORKERS: Means that in the compartment or space so designated: (a) the oxygen content of the atmosphere is at least 19.5 percent by volume; and that, (b) toxic materials in the atmosphere are within permissible concentrations; and that, (c) the residues are not capable of producing toxic materials under existing atmospheric conditions while maintained as directed on the Marine Chemist's Certificate.

NOT SAFE FOR WORKERS: Means that in the compartment or space so designated, the requirements of Safe for Workers have not been met.

SAFE FOR HOT WORK: Means that in the compartment so designated: (a) oxygen content of the atmosphere is at least 19.5 percent by volume, with the exception of inerted spaces or where external hot work is to be performed; and that, (b) the concentration of flammable materials in the atmosphere is below 10 percent of the lower flammable limit; and that, (c) the residues are not capable of producing a higher concentration than permitted by (b) above under existing atmospheric conditions in the presence of fire, and while maintained as directed on the Marine Chemist's Certificate; and further, that, (d) all adjacent spaces containing or having contained flammable or combustible materials have been cleaned sufficiently to prevent the spread of fire, or are satisfactorily inerted, or, in the case of fuel tanks or lube oil tanks, or engine room or fire room bilges, have been treated in accordance with the Marine Chemist's requirements.

NOT SAFE FOR HOT WORK: Means that in the compartment so designated, the requirements of Safe for Hot Work have not been met.

SAFE FOR REPAIR YARD ENTRY: Means that the compartments and spaces of the flammable cryogenic liquid carrier so designated: (a) have been tested by sampling at remote sampling stations, and results indicate the atmosphere tested to be above 19.5 percent oxygen, and less than 10 percent of the lower flammable limit, or (b) are inerted.

CHEMIST'S ENDORSEMENT. This is to certify that I have personally determined that all spaces in the foregoing list are in accordance with NFPA 306 Control of Gas Hazards on Vessels and have found the condition of each to be in accordance with its assigned designation.

"The undersigned acknowledges receipt of this Certificate under Section 2-3 of NFPA 306 and understands conditions and limitations under which it was issued."

This Certificate is based on conditions existing at the time the inspection herein set forth was completed and is issued subject to compliance with all qualifications and instructions.

Signed  Name

Company

Date

Signed  Marine Chemist

Certificate No.

NOTE: THIS CERTIFICATE IS VALID ONLY ON MARINE VESSELS

Survey Requested by SBA SHIPYARD Vessel Owner or Agent Maryland oil
Date 10-17-87
Vessel HOLLYWOOD 2802 Type of Vessel TANK BARGE Specific Location of Vessel SBA MERMONTAIL
Cargoes CRUDE OIL No. 6 OIL Test Method JACOMB O₂/LEL/VISUAL Time Survey Completed 4:00 PM
Last Three (3) Cargoes

ALL CARGO TANKS (1-5 P+S) - LESS THAN 1DDM BENZENE
WITH AIR VENT. (MIN 500 CFM).
GENERALLY CLEAN, FEW
GREASY SPOTS,
SAFE FOR WORKERS
SAFE FOR HOT WORK
WITH AIR BLOWER IN WORK TANK.
(MIN. 500 CFM).

CARGO LINES & DEED WELL PUMP - AIR BLOWN,
SAFE FOR HOT WORK
WITH AIR ON LINES.

STEAM COILS - AIR BLOWN, SAFE FOR HOT WORK.

WING TANKS (1-7 P+S) > CLEAN, EXCEPT SOME OLD COATING
FORWARD RAKE HAVE FIREWATCH WITH CHARGED
FIRE HOSE ON STANDBY, THEN
SAFE FOR WORKERS, SAFE FOR HOT WORK.
AFTER RAKE - WATER.

In the event of any physical or atmospheric changes adversely affecting the STANDARD SAFETY DESIGNATIONS assigned to any of the above spaces, or if in any doubt, immediately stop all work and contact the undersigned Marine Chemist.

QUALIFICATIONS: Transfer of ballast or manipulation of valves or closure equipment tending to alter conditions in pipe lines, tanks or compartments subject to gas accumulation, unless specifically approved in this Certificate, requires inspection and endorsement or reissue of Certificate for the spaces so affected. All lines, vents, heating coils, valves, and similarly enclosed appurtenances shall be considered "not safe" unless otherwise specifically designated.

STANDARD SAFETY DESIGNATIONS (partial list, paraphrased from NFPA 306 Subsections 1-6.1 through 1-6.4, and Subsection 5-3.2).

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CHEMIST'S ENDORSEMENT. This is to certify that I have personally determined that all spaces in the foregoing list are in accordance with NFPA 306 Control of Gas Hazards on Vessels and have found the condition of each to be in accordance with its assigned designation.

"The undersigned acknowledges receipt of this Certificate under Section 2-3 of NFPA 306 and understands conditions and limitations under which it was issued."

This Certificate is based on conditions existing at the time the inspection herein set forth was completed and is issued subject to compliance with all qualifications and instructions.

Signed W. B. Hataway SBA 10-17-87 Signed W. B. Hataway #537
Name Date Company Marine Chemist Certificate No.

SERIAL NO. D 74553

Survey Requested by SBA SHIPYARD Vessel Owner or Agent Maryland oil HOLLYWOOD MARINE Date 10-17-87
Vessel HOLLYWOOD 2802 Type of Vessel TANK BARGE Specific Location of Vessel SBA MERMONTA
Last Three (3) Cargoes CRANE OIL NO. 6 OIL Test Method JAL COME O₂/CEL/VISUAL Time Survey Completed 4:00 PM

ALL CARGO TANKS (1-5 P+S) - LESS THAN 1DDM BENZENE
WITH AIR VENT. (MIN 500 CFM)
GENERALLY CLEAN, FEW
GREASY SPOTS,
SAFE FOR WORKERS
SAFE FOR HOT WORK
WITH AIR BLOWN IN WORK TANK
(MIN. 500 CFM).

CARGO LINES & DEED WELL PUMP - AIR BLOWN,
SAFE FOR HOT WORK
WITH AIR ON LINES.

STEAM COILS - AIR BLOWN, SAFE FOR HOT WORK

WING TANKS (1-7 P+S) > CLEAN, EXCEPT SOME OLD COATING
FORWARD RAKE HAVE FIREWATCH WITH CHARGED
FIRE HOSE ON STANDBY, THEN
SAFE FOR WORKERS, SAFE FOR HOT WORK
AFTER RAKE - WATER.

In the event of any physical or atmospheric changes adversely affecting the STANDARD SAFETY DESIGNATIONS assigned to any of the above spaces, or if in any doubt, immediately stop all work and contact the undersigned Marine Chemist.

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CHEMIST'S ENDORSEMENT. This is to certify that I have personally determined that all spaces in the foregoing list are in accordance with NFPA 306 Control of Gas Hazards on Vessels and have found the condition of each to be in accordance with its assigned designation.

"The undersigned acknowledges receipt of this Certificate under Section 2-3 of NFPA 306 and understands conditions and limitations under which it was issued."

This Certificate is based on conditions existing at the time the inspection herein set forth was completed and is issued subject to compliance with all qualifications and instructions.

Signed Kevin Marshall SBA 10-17-87 Signed W. B. Hataway #537
Name Company Date Marine Chemist Certificate No.

SERIAL NO. 1304

Survey Requested by SEA WIDYAK
HOLLYWOOD 2502
Vessel
Last Three (3) Cargoes
HOLLYWOOD MARINE
Vessel Owner or Agent
TANKER
Type of Vessel
DRAGON TUBE
Specific Location of
4100 DA
Time Survey Complete

ALL CARGO TANKS (1-5 DTS) - LESS THAN 1000 BBL
WITH AIR VENT. (MIN 500 CFM)
GENERALLY CLEAN, FEW
GREENISH SPOTS.
SAFE FOR WORKERS
SAFE FOR HOT WORK
WITH AIR BLOWER IN OPERATION
(MIN. 500 CFM)

CARGO LINES & DEADWATER PUMP - AIR BLOWN,
SAFE FOR HOT WORK
WITH AIR ON LINES

STEAM COILS - AIR BLOWN, SAFE FOR HOT WORK

WING TANKS (1-7 DTS) - CLEAN, EXCEPT SOME OLD COATING
FORWARD FACE
HAVE FIREWATER WITH CHARGES
FIRE HOSE ON STANDING TIE
SAFE FOR WORKERS SAFE FOR HOT WORK
WATER

WATER TANK

In the event of any physical or atmospheric changes adversely affecting the STANDARD SAFETY DESIGNATIONS assigned to any of the above spaces, or if in any doubt, immediately stop all work and contact the undersigned Marine Chemist.

QUALIFICATIONS: Transfer of ballast or manipulation of valves or closure equipment tending to alter conditions in pipe lines, tanks or compartments subject to gas accumulation, unless specifically approved in this Certificate, requires inspection and endorsement or reissue of Certificate for the spaces so affected. All lines, vents, heating coils, valves, and similarly enclosed appurtenances shall be considered "not safe" unless otherwise specifically designated.

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NOT SAFE FOR HOT WORK: Means that in the compartment so designated, the requirements of Safe for Hot Work have not been met.

SAFE FOR REPAIR YARD ENTRY: Means that the compartments and spaces of the flammable cryogenic liquid carrier so designated: (a) have been tested by sampling at remote sampling stations, and results indicate the atmosphere tested to be above 19.5 percent oxygen, and less than 10 percent of the lower flammable limit, or (b) are inerted.

CHEMIST'S ENDORSEMENT. This is to certify that I have personally determined that all spaces in the foregoing list are in accordance with NFPA 306 Control of Gas Hazards on Vessels and have found the condition of each to be in accordance with its assigned designation.

"The undersigned acknowledges receipt of this Certificate under Section 2-3 of NFPA 306 and understands conditions and limitations under which it was issued."

This Certificate is based on conditions existing at the time the inspection herein set forth was completed and is issued subject to compliance with all qualifications and instructions.

Signed Seamus Marshall SEA 10-17-77 Signed [Signature] Marine Chemist
Name Date Certificate No.

NOTE: THIS CERTIFICATE IS VALID ONLY ON MARINE VESSELS

SERIAL NO. D 74594

Survey Requested by SBA S/11/87 Vessel Owner or Agent HOLLYWOOD Date 11-17-87
Vessel HOLLYWOOD 1401 Type of Vessel TANK BARGE Specific Location of Vessel SBA MORMENTON
Last Three (3) Cargoes BUNKER OIL (No. 6) Test Method JULIUS COMBO / LCL / VISUAL Time Survey Completed 2:00 PM

ALL CARGO TANKS (1-3 DKS) — GENERALLY CLEAN, SOME
SCATTERED RESIDUE, HAVE
FIREWATCH WITH CHARGED
FIREHOSE ON STANDBY, THEN
SAFE FOR WORKERS
SAFE FOR HOT WORK.
AIR VENT. (MIN 500 CFM)
IN WORK TANK.

WING TANKS 1-3 DKS — SOME OLD COATING, HAVE
FIREWATCH WITH CHARGED
FIREHOSE ON STANDBY, THEN
SAFE FOR WORKERS
SAFE FOR HOT WORK.
NOTE: AFT RAKE HAS SOME WATER.

STEAM COILS — AIR BLOWN, SAFE FOR HOT WORK.

CARGO LINES + DEAD WOOD PUMP — OPEN, DRAINED.

In the event of any physical or atmospheric changes adversely affecting the STANDARD SAFETY DESIGNATIONS assigned to any of the above spaces, or if in any doubt, immediately stop all work and contact the undersigned Marine Chemist.

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STANDARD SAFETY DESIGNATIONS (partial list, paraphrased from NFPA 306 Subsections 1-6.1 through 1-6.4, and Subsection 5-3.2).

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NOT SAFE FOR HOT WORK: Means that in the compartment so designated, the requirements of Safe for Hot Work have not been met.

SAFE FOR REPAIR YARD ENTRY: Means that the compartments and spaces of the flammable cryogenic liquid carrier so designated: (a) have been tested by sampling at remote sampling stations, and results indicate the atmosphere tested to be above 19.5 percent oxygen, and less than 10 percent of the lower flammable limit, or (b) are inerted.

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"The undersigned acknowledges receipt of this Certificate under Section 2-3 of NFPA 306 and understands conditions and limitations under which it was issued."

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Signed [Signature] Date 11-17-87 Signed [Signature] Date 11-17-87
Name Company Marine Chemist Certificate No.

Survey Requested by <i>SEA STAR</i>	Vessel Owner or Agent <i>HOLLYWOOD</i>	Date <i>11-17-87</i>
Vessel <i>HOLLYWOOD 1401</i>	Type of Vessel <i>TANK BARGE</i>	Specific Location of Vessel <i>SEA MARIETTA</i>
Last Three (3) Cargoes <i>PURIFIER OIL (W.M.)</i>	Test Method <i>JULY 1000 / CCL / VISUAL</i>	Time Survey Completed <i>2:00 PM</i>

ALL CARGO TANKS (1-7) — GENERALLY CLEAN, SOME SCATTERED RESIDUE, HAVE FIREWATCH WITH CHARGED FIREHOSE ON STANDBY, THEN SAFE FOR WORKERS. SAFE FOR HOT WORK. AIR VENT. (MIN 500 CFM) IN WORK TANK.

WING TANKS 1-7 — SOME OLD COATING, HAVE FIREWATCH WITH CHARGED FIREHOSE ON STANDBY, THEN SAFE FOR WORKERS. SAFE FOR HOT WORK.

STEAM LINES — AIR BLOWN, SAFE FOR HOT WORK.

CARGO TANKS 1-7 — OPEN, DRAINED.

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QUALIFICATIONS: Transfer of ballast or manipulation of valves or closure equipment tending to alter conditions in pipe lines, tanks or compartments subject to gas accumulation, unless specifically approved in this Certificate, requires inspection and endorsement or reissue of Certificate for the spaces so affected. All lines, vents, heating coils, valves, and similarly enclosed appurtenances shall be considered "not safe" unless otherwise specifically designated.

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CHEMIST'S ENDORSEMENT. This is to certify that I have personally determined that all spaces in the foregoing list are in accordance with NFPA 306 Control of Gas Hazards on Vessels and have found the condition of each to be in accordance with its assigned designation.

"The undersigned acknowledges receipt of this Certificate under Section 2-3 of NFPA 306 and understands conditions and limitations under which it was issued."

This Certificate is based on conditions existing at the time the inspection herein set forth was completed and is issued subject to compliance with all qualifications and instructions.

Signed *[Signature]* Name *[Name]* Company *[Company]* Date *[Date]* Signed *[Signature]* Marine Chemist *[Name]* Certificate No. *[Number]*

No 1013

62 M

SBA SHIPYARDS, INC.

Work Order

WHITE-OFFICE
BLUE-JOB
GREEN-SMAIHALL
YELLOW-WAREHOUSE

WOC# 1007
HULL No. 1013

PREPARED BY:

Louis Smahall

DATE

9/9/67

NAME OF VESSEL OR EQUIPMENT:

1 B Hollywood

1401 -

Sides - Single Bottom Box - 160' 52" x 12'

OWNER:

Hollywood Marine Inc

CUST. ORDER NO.

Letter Sent 10/1/67

DATE STARTED

P.O. Box 1343 - Houston Tex 77251

DATE COMPLETED

By written authority

DATE BILLED

INVOICE NO.

WORK TO BE DONE:

1. Gas Free & Clean Vessel - Safe For Work - Safe For
2. Gas Free Chemist Cert -
3. Rig Service, Drydocking, lay days, undock
4. Remove Existing Heater Coils - Black steel & B.H.P. Pipe
5. Install Heater Coils as per attached instructions
6. Sand Blast and Insulate Tank Coat - Abrasive
Piping & Areas of repair
7. Hot oil Heater to be installed as per instructions
8. Install 6" High Section in Cargo Tanks
9. Install generator & electrical as per attached
10. Install 1 1/2" Sch 40 Pipe For temperature gauge -
11. Test all Systems and Cargo Tanks - after repair
12. Blast & Coat all Areas of repair -

SPECIAL MATERIAL TO BE ORDERED:

13. Install 5000 gal Fuel Tank - approx 10' x 10' x 10' -
Heater - to Balance, Provide ladders for climbing

MARINE CHEMISTS, INC. OF TEXAS

P. O. Box 3602 Houston, Texas 77704
 (713) 852-6409, 866-4822, 866-4223
 W. B. Hataway 397 K. L. Mercer 577

MARINE CHEMIST CERTIFICATE

SERIAL NO. D 74410

Survey Requested by SBA S.Y. Vessel Owner or Agent HOLLYWOOD Date 5-9-88
 Vessel HOLLYWOOD 2523 Type of Vessel TANK BARGE Specific Location of Vessel SBA/JENNINGS LA.
 Last Three (3) Cargoes CRUDE OIL / # 6 OIL Test Method O2 / HEL / VISUAL / TUBE Time Survey Completed 9:00 AM

BOW RAKE } SAFE FOR WORKERS
 STERN RAKE } SAFE FOR HOTWORK

CARGO TANKS

No. 1-2-3-4-5 P/S - SAFE FOR HOTWORK

ENTER WITH RESTRICTIONS
 HALF FACE RESPIRATOR REQUIRED
 FOR ENTRY OVER 2 HOURS.
 LESS THAN 2 PPM

DECK SLOP TANKS (2) - SAFE FOR HOTWORK

STEAM COILS - BLOWN WITH AIR - SAFE FOR HOTWORK

CARGO LINES - DRAINED - NOT SAFE FOR HOTWORK.

PORTABLE AIR VENTILATION REQD IN CARGO TANKS
 DURING ENTRY AND WORK.

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Signed

Name

Company

Date

Signed

Marine Chemist

Certificate No.

20M-4-86

NOTE: THIS CERTIFICATE IS VALID ONLY ON MARINE VESSELS

Printed in U.S.A.

W.O.# 1041

SERIAL NO. D 74410

SEA S.V.

Survey Requested by

HOLLYWOOD 2523

Vessel

CRUDE OIL / # 6 OIL

Last Three (3) Cargoes

HOLLYWOOD

Vessel Owner or Agent

TANK BARGE

Type of Vessel

OIL / HEL / VISUAL / TUBE

Test Method

5-9-88

Date

SEA / TENN / SUI

Specific Location of Vessel

9:00 AM

Time Survey Completed

TRUST ON REPAIRING

BOW RAKE } SAFE FOR WORKERS
STERN RAKE } SAFE FOR HOTWORK

CARGO TANKS

No. 1-2-3-4-5 P/S - SAFE FOR HOTWORK

ENTER WITH RESTRICTIONS
HALF FACE RESPIRATOR REQUIRED
FOR ENTRY OVER 2 HOURS.
LESS THAN 2 PPM

DECK STEP TANKS (2) - SAFE FOR HOTWORK

STEAM COILS - BLOWN WITH AIR - SAFE FOR HOTWORK

CABLE LINES - DRAINED - NOT SAFE FOR HOTWORK

PORTABLE AIR VENTILATION REQD IN CARGO TANKS
DURING ENTRY AND WORK.

In the event of any physical or atmospheric changes adversely affecting the STANDARD SAFETY DESIGNATIONS assigned to any of the above spaces, or if in any doubt, immediately stop all work and contact the undersigned Marine Chemist.

QUALIFICATIONS: Transfer of ballast or manipulation of valves or closure equipment tending to alter conditions in pipe lines, tanks or compartments subject to gas accumulation, unless specifically approved in this Certificate, requires inspection and endorsement or reissue of Certificate for the spaces so affected. All lines, vents, heating coils, valves, and similarly enclosed appurtenances shall be considered "not safe" unless otherwise specifically designated.

STANDARD SAFETY DESIGNATIONS (partial list, paraphrased from NFPA 306 Subsections 1-6.1 through 1-6.4, and Subsection 5-3.2).

SAFE FOR WORKERS: Means that in the compartment or space so designated: (a) the oxygen content of the atmosphere is at least 19.5 percent by volume; and that, (b) toxic materials in the atmosphere are within permissible concentrations; and that, (c) the residues are not capable of producing toxic materials under existing atmospheric conditions while maintained as directed on the Marine Chemist's Certificate.

NOT SAFE FOR WORKERS: Means that in the compartment or space so designated, the requirements of Safe for Workers have not been met.

SAFE FOR HOT WORK: Means that in the compartment so designated: (a) oxygen content of the atmosphere is at least 19.5 percent by volume, with the exception of inerted spaces or where external hot work is to be performed; and that, (b) the concentration of flammable materials in the atmosphere is below 10 percent of the lower flammable limit; and that, (c) the residues are not capable of producing a higher concentration than permitted by (b) above under existing atmospheric conditions in the presence of fire, and while maintained as directed on the Marine Chemist's Certificate; and further, that, (d) all adjacent spaces containing or having contained flammable or combustible materials have been cleaned sufficiently to prevent the spread of fire, or are satisfactorily inerted, or, in the case of fuel tanks or lube oil tanks, or engine room or fire room bilges, have been treated in accordance with the Marine Chemist's requirements.

NOT SAFE FOR HOT WORK: Means that in the compartment so designated, the requirements of Safe for Hot Work have not been met.

SAFE FOR REPAIR YARD ENTRY: Means that the compartments and spaces of the flammable cryogenic liquid carrier so designated: (a) have been tested by sampling at remote sampling stations, and results indicate the atmosphere tested to be above 19.5 percent oxygen, and less than 10 percent of the lower flammable limit, or (b) are inerted.

CHEMIST'S ENDORSEMENT. This is to certify that I have personally determined that all spaces in the foregoing list are in accordance with NFPA 306 Control of Gas Hazards on Vessels and have found the condition of each to be in accordance with its assigned designation.

"The undersigned acknowledges receipt of this Certificate under Section 2-3 of NFPA 306 and understands conditions and limitations under which it was issued."

This Certificate is based on conditions existing at the time the inspection herein set forth was completed and is issued subject to compliance with all qualifications and instructions.

Signed

Name

Company

Date

Signed

Marine Chemist

Certificate No.



S. B. A. SHIPYARDS, INC.

P. O. Box 1386

JENNINGS, LOUISIANA 70546

PHONE (318) 824-1519

TANK BARGE "HOLLYWOOD 2511
and/or charters and/or OWNERS
HOLLYWOOD MARINE INC.
POST OFFICE BOX 1343
HOUSTON, TEXAS 77251

ATT: MR. WILLIE MUNSON

INVOICE NO. 3 - 3 (90)

WORK ORDER NO. 1153

DATE MARCH 8 19 90

P. O. NO. 91621

RED LETTER CLAUSE

We contract only upon the following terms, applicable to every contract; in the case of a vessel we have a lien upon the vessel for our bill; all time contracts are subject, without responsibility on our part, to delay in case of strike, labor difficulties, fire or causes beyond our control; or liability in case of defective workmanship or material is limited strictly to the proper replacement thereof. In respect of loss and/or damage to the vessel, we will not be responsible unless reported in writing within sixty days of delivery. This is in lieu of all other warranty.

Futhermore, we undertake to perform work on vessels and provide berth, warfage, towage and other services and facilities only upon condition that we shall not be liable in respect to any one vessel, directly or indirectly in contract, tort or otherwise, to its owners, charterers or underwriters for any injury to such vessel, its cargo, equipment or movable stores, or for any consequences thereof, unless such injury is caused by our negligence or the negligence of our employees and in no event shall our aggregate liability to all such parties in interest for damage sustained by them, as a result of such injury, exceed the sum of \$300,000.00.

"In connection with the accident and/or indemnity and/or insurance clauses, if any, contained in your specifications relating to liability for personal injuries, please note that we do not agree to same, insofar as they undertake to impose any liability or any obligations to take out or maintain insurance beyond the liabilities or the obligations to insure imposed upon us by law."

WE INVOICE YOUR ACCOUNT FOR REPAIRS TO HOLLYWOOD

2511 as PER ATTACHED SHEET:

TOTAL LABOR AND MATERIAL- - - - - \$ 22,500.00

1% STATE SALES TAX- - - - - 225.00

TOTAL INVOICE AMOUNT DUE- - - - - \$ 22,725.00

CHECKED BY

ABDughy

S.B.A. SHIPYARDS, INC.
JENNINGS, LOUISIANA

INVOICE 3-3 (90)
WORK ORDER # 1153
DATE: MARCH 8, 1990
P.O.# 91621

TANK BARGE "HOLLYWOOD 2511
and/or CHARTERS and/or OWNERS
HOLLYWOOD MARINE INC.
P. O. BOX 1343
HOUSTON, TEXAS 77251

INVOICE FOR REPAIRS AS PER PRO RATA SHARE AS
FAXED TO ME BY MR. JOHN LABORDE 3/1/90 AND
REPAIRS AS AUTHORIZED BY YOUR MR BILL SWINNEY
AS FOLLOWS:

- 1/3 - Liquidation - New*
1. 2/3 of combined gas freeing, chemist certificate
and shifting- - - - - \$ 9,775.00
 2. Crop and renew 3' x 35'5" x 1/2" stern transon
bottom knuckle. Crop and renew Internals in way
of knuckle replacement. Air test void, sand
blast and epoxy coat areas of repairs.
LABOR AND MATERIALS- - - - - 5,148.00
 3. Renew wasted emergency shut down pipe as directed.
LABOR AND MATERIAL- - - - - 800.00
 - 4, Renew stb. bilge knuckle-#5 Stb tank aft 75' x 19"x
1/2" formed plate. Renew port knuckle on Aft
corner 3' x 19" x 1/2" plate. Blast and epoxy coat.
LABOR AND MATERIALS- - - - - 4,500.00
 5. Dry docking necessary to make repairs- - - - - 600.00
 6. 132 internal breaks in cargo tanks and fwd. rake.
Crop and install new 3/4" rub plate after transon.
35 len feet of rewelding through out exterior as
directed by Mr. Bill Swinney.
LABOR AND MATERIALS- - - - - 1,677.00

TOTAL LABOR AND MATERIALS- - - - - \$ 22,500.00

1% STATE SALES TAX- - - - - 225.00

INVOICE AMOUNT DUE- - - - - \$ 22,725.00



S. B. A. SHIPYARDS, INC.

P. O. Box 1386

JENNINGS, LOUISIANA 70546

PHONE (318) 824-1519

TANK BARGE "HOLLYWOOD 2511
and/or charters and/or OWNERS
HOLLYWOOD MARINE INC.
POST OFFICE BOX 1343
HOUSTON, TEXAS 77251

ATT: MR. WILLIE MUNSON

INVOICE NO. 3 - 3 (90)

WORK ORDER NO. 1153

DATE MARCH 8 19 90

P. O. NO. 91621

RED LETTER CLAUSE

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Futhermore, we undertake to perform work on vessels and provide berth, warfage, towage and other services and facilities only upon condition that we shall not be liable in respect to any one vessel, directly or indirectly in contract, tort or otherwise, to its owners, charterers or underwriters for any injury to such vessel, its cargo, equipment or movable stores, or for any consequences thereof, unless such injury is caused by our negligence or the negligence of our employees and in no event shall our aggregate liability to all such parties in interest for damage sustained by them, as a result of such injury, exceed the sum of \$300,000.00.

"In connection with the accident and/or indemnity and/or insurance clauses, if any, contained in your specifications relating to liability for personal injuries, please note that we do not agree to same, insofar as they undertake to impose any liability or any obligations to take out or maintain insurance beyond the liabilities or the obligations to insure imposed upon us by law."

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1% STATE SALES TAX - - - - - 225.00

TOTAL INVOICE AMOUNT DUE - - - - - \$ 22,725.00

CHECKED BY [Signature]

S.B.A. SHIPYARDS, INC.
JENNINGS, LOUISIANA

INVOICE 3-3 (90)
WORK ORDER # 1153
DATE: MARCH 8, 1990
P.O.# 91621

TANK BARGE "HOLLYWOOD 2511
and/or CHARTERS and/or OWNERS
HOLLYWOOD MARINE INC.
P. O. BOX 1343
HOUSTON, TEXAS 77251

INVOICE FOR REPAIRS AS PER PRO RATA SHARE AS
FAXED TO ME BY MR. JOHN LaBORDE 3/1/90 AND
REPAIRS AS AUTHORIZED BY YOUR MR BILL SWINNEY
AS FOLLOWS:

- 1/3 - Hignam - Tow - 720*
1. 2/3 of combined gas freeing, chemist certificate
and shifting- - - - - \$ 9,775.00
 2. Crop and renew 3' x 35'5" x 1/2" stern transon
bottom knuckle. Crop and renew Internals in way
of knuckle replacement. Air test void, sand
blast and epoxy coat areas of repairs.
LABOR AND MATERIALS- - - - - 5,148.00
 3. Renew wasted emergency shut down pipe as directed.
LABOR AND MATERIAL- - - - - 800.00
 - 4, Renew stb. bilge knuckle-#5 Stb tank aft 75' x 19"x
1/2" formed plate. Renew port knuckle on Aft
corner 3' x 19" x 1/2" plate. Blast and epoxy coat.
LABOR AND MATERIALS- - - - - 4,500.00
 5. Dry docking necessary to make repairs- - - - - 600.00
 6. 132 internal breaks in cargo tanks and fwd. rake.
Crop and install new 3/4" rub plate after transon.
35 len feet of rewelding through out exterior as
directed by Mr. Bill Swinney.
LABOR AND MATERIALS- - - - - 1,677.00

TOTAL LABOR AND MATERIALS- - - - - \$ 22,500.00

1% STATE SALES TAX- - - - - 225.00

INVOICE AMOUNT DUE- - - - - \$ 22,725.00

HOLLYWOOD 2511

SBA SHIPYARD FEB 23, 1990

HOLLYWOOD MARINE WORKS

1. RENEW STERN VOID BIDGE KNUCKLE

A. 1 PC. BIDGE KNUCKLE 3' X 32'-5"
X 1/2" QUOTE 3,978⁰⁰B. INTERNALS EST 1,000⁰⁰C. AIR TEST VOID 70⁰⁰D. SAND SWEEP AND PAINT DISTURBED
AREA 100⁰⁰

TOTAL STERN VOID

5,148⁰⁰

2. REWELD WASTED WELDS ON

PORT AND STNB BIDGE KNUCKLE 26⁰⁰3. RENEW WASTED EMERGENCY SHUT-
DOWN PIPE 00

4. RENEW STRB BIDGE KNUCKLE FROM

APPRO CENTER #5 AFT. 1 PC 75'
X 19" X 1/2"

RENEW PORT BIDGE KNUCKLE ON

AFT CORNER. 1 PC 3' X 19" X 1/2"

45.00

5. DRY DOCKING 600

HOLLYWOOD SUB TOTAL

11,074

yard & Hollywood movie car copies



S. B. A. SHIPYARDS, INC.

P. O. BOX 1386

JENNINGS, LOUISIANA 70546

PHONE (318) 824-1519

TANK BARGE "HOLLYWOOD 2511"
and/or OWNERS and/or CHARTERS
HIGMAN TOWING CO.
P. O. BOX 908
ORANGE, TEXAS 77630
ATT: MR. JOHN LaBORDE

INVOICE NO. 3 - 4 (90)
WORK ORDER NO. 1153
DATE MARCH 8th 1990
P. O. NO. 34090

RED LETTER CLAUSE

We contract only upon the following terms, applicable to every contract: in the case of a vessel we have a lien upon the vessel for our bill; all time contracts are subject, without responsibility on our part, to delay in case of strike, labor difficulties, fire or causes beyond our control; or liability in case of defective workmanship or material is limited strictly to the proper replacement thereof. In respect of loss and/or damage to the vessel, we will not be responsible unless reported in writing within sixty days of delivery. This is in lieu of all other warranty.

Futhermore, we undertake to perform work on vessels and provide berth, warfage, towage and other services and facilities only upon condition that we shall not be liable in respect to any one vessel, directly or indirectly in contract, tort or otherwise, to its owners, charterers or underwriters for any injury to such vessel, its cargo, equipment or movable stores, or for any consequences thereof, unless such injury is caused by our negligence or the negligence of our employees and in no event shall our aggregate liability to all such parties in interest for damage sustained by them, as a result of such injury, exceed the sum of \$300,000.00.

"In connection with the accident and/or indemnity and/or insurance clauses, if any, contained in your specifications relating to liability for personal injuries, please note that we do not agree to same, insofar as they undertake to impose any liability or any obligations to take out or maintain insurance beyond the liabilities or the obligations to insure imposed upon us by law."

WE INVOICE YOUR ACCOUNT FOR REPAIRS TO HOLLYWOOD 2511

AS PER ATTACHED SHEET:

TOTAL LABOR AND MATERIAL- - - - - \$ 7,547.00

1% LOUISIANA STATE TAX- - - - - 75.47

TOTAL INVOICE AMOUNT DUE- - - - - \$ 7,622.47

CHECKED BY

[Signature]

S.B.A. SHIPYARDS, INC.
JENNINGS, LA.

INVOICE 3-4 (90)
WORK ORDER # 1153
DATE: MARCH 8, 1990
P.O.# 34090

TANK BARGE "HOLLYWOOD 2511
and/or OWNERS and/or CHARTERS
HIGMAN TOWING CO.
P. O. BOX 908
ORANGE, TEXAS 77630

INSTRUCTIONS FOR REPAIRS AS AUTHORIZED
BY YOUR FAX OF 3/1/90

1. 1/3 of combined gas freeing expense of \$ 14,662.00---- \$ 4,887.00
2. Renew damaged deck knuckle in way of #5 stb. 1 pc
8' x 4' x 3/8" shaped knuckle plate., renew one
42" kevel. Test effected repair areas..Blast and
epoxy coat deck knuckle repairs. LABOR & MATERIAL----- 1,260.00
3. Repair items for U.S.C.G. inspections;
Repair P/S light stands, Renew ullage and hatch
gaskets as required.
Open and clean 14 P/V valves
Prove emergency shut down for USCG.
Repaint name, draft marks and hailing Port, signs
as directed. LABOR AND MATERIAL----- 1,100.00
4. Air test #1 P/S cargo tanks to include Bulk Head, fwd
void & deck knuckle. LABOR AND MATERIAL----- 200.00
5. Reweld side shell fractures next to the upper Rub Bars
and test side shell & deck knuckle.
LABOR AND MATERIAL----- 100.00

TOTAL LABOR AND MATERIAL- - - - - \$ 7,547.00

1% STATE SALES TAX _ _ _ _ _ 75.47

INVOICE AMOUNT DUE- - - - - \$ 7,622.47

JAMES MOON MARINE ASSOCIATES

1514 Van Buren
Deer Park, Texas 77536
713/479-7155

STEEL T/B "HOLLYWOOD 2511"

@ SBA S/Y, JENNINGS, LA.

27 Feb 90

HOLLYWOOD P.O. _____

BOW RAKE									
VOID									
490 375	450 500	475	480	500	570	475	500	500 470	375
495 370	490 485	475	365	390	465	470	475	510 445	375
#1 P/S CGO TKS									
510 365	500 490	480	475	415	475	465	500	510 490	370
500 375	315 500	380	405	400	365	450	425	500 490	375
#2 P/S CGO TKS									
500 370	340 490	400	410	405	420	410	410	490 500	370
470 370	385 495	380	390	405	390	385	380	510 390	375
#3 P/S CGO TKS									
500 350	330 570	400	410	405	395	400	400	485 570	370
410 370	380 500	360	410	310	410	370	355	500 570	370
#4 P/S CGO TKS									
425 355	370 525	370	375	360	385	400	380	500 570	360
465 355	390 570	390	365	380	410	410	390	490 500	315
#5 P/S CGO TKS									
470 365	460 515	410	415	390	320	360	410	495 580	345
490 370	385 570	410	395	330	395	405	420	500 235	335
#6 P/S CGO TKS									
490 345	340 580	380	375	410	400	405	415	465 500	320
TRIM TANK									
470 355	330 570	395	405	410	395	385	410	465 500	355
STERN VOID									
480 350	310 255	410	395	390	385	395	400	465 415	365
X TOM									
410	415	425	410	375	395				

No 1153

SBA SHIPYARDS, INC.

Work Order

WHITE-OFFICE
BLUE-JOB
GREEN-SMAIHALL
YELLOW-WAREHOUSE

WO# 1153
HULL No.

PREPARED BY: Paul L. Borden DATE 2-12-90

NAME OF VESSEL OR EQUIPMENT: Tank Barge - Hollywood 2511

OWNER: Company - PO Box 408 CUST. ORDER NO. John LeBorde

DATE STARTED Orange Texas 77630 DATE COMPLETED

2-12-90 DATE BILLED INVOICE NO.

WORK TO BE DONE:

1. Gun Free & Clean 300V 50X11' 14 tank oil Barge - Incl Barge high at 1200 ft. to include Pipe lines - Pumps wells etc. Rebar Ends. Open & Check slop tanks. Safe For new Safe For fire -
 2. Gun Free Chemist Cert.
 3. Dry dock Barge in marine railway Stern First. Shift & drill Bar first if requested - undock
 4. Steel work as detailed - Knuckle
- SPECIAL MATERIAL TO BE ORDERED:
- 4 Stone Vord - #2 St B. Tank -
 - 5 other repairs requested will be listed
 - 6 USCG if requested

SUB-CONTRACTS-OUTSIDE WORK:

HOLLYWOOD 2511

FEB. 2, 1990

SBA SHIPYARD

- ✓ 1. GAS FREE
- ✓ 2. GAS FREE CERTIFICATE
- ✓ 3. SHIFTING
- ✓ 4. DRY DOCK
- * 5. STERN VOID

L&M —

\$ 14,262.⁰⁰
\$ 300.⁰⁰
100.⁰⁰
600.⁰⁰

A. CROP OUT AND RENEW 1 PC BILGE KNUCKLE
3' X 32' 5" X 1/2" PLATE

L&M - 3978.⁰⁰

B. INTERNALS

C. AIR TEST VOID

70.⁰⁰

D. SAND SWEEP AND PAINT 1 COAT OF TAR
EPOXY ON NEW KNUCKLE 8 MILS.

100.⁰⁰

6. WELD (2) SMALL AREA ON TOP DECK OVER
STERN VOID

N/C

7. REWELD BILGE KNUCKLE CORNER ON PORT
SIDE STERN VOID APPROX 12"

7.00

8. STRB SIDE BILGE KNU @ #5 REWELD 14"

7.00

9. REWELD (2) PORT RUB PADS APPROX 12" EACH

9.00

10. REWELD (2) PLATE ON PORT BILGE KNUCKLE
APPROX 16" LONG.

12.00

11. REWELD FRACTURE AFT OF NO 1/2 UPPER
RUB PAD AND AIR TEST ALL OF NO. 2
STRB DECK KNUCKLE.

N&W 100.⁰⁰

12. AIR TEST #1 AND #2 DECK KNUCKLES
AND THE FWD CARGO BULKHEAD

700.⁰⁰

13. #5 STRB: RENEW (1) PC DECK HNUCKLE
8' LONG X 4' WIDE X $\frac{3}{8}$ ' SAND SWEEP AND
COAT SIDE SHELL WITH (1) COAT OF TAR
EPOXY X 8 MILS. COAT DECK WITH 1
COAT OF RED AND REPAINT WHITE
SAFTY STRIPE.

REPLACE 42" KEVEL

DECK ITEMS

L&M- 1260⁰⁰

14. BURN (2) BOLT HOLES IN PORT LIGHT STAND
AND RE/MOUNT
15. LOWER STRB LIGHT STAND TO MATCH PORT
16. INSTALL (3) NEW CARGO HATCH GASKETS AND
(1) ULLAGE HATCH GASKET.
17. REGUE (6) CARGO HATCH GASKETS
AND 2 ULLAGE HATCHES
18. REMOVE DETERIOATED EMERGENCY SHUT DOWN
CABLE PIPE AND INSTAL $\frac{1}{2}$ " PIPE NIPPLES ON
EACH ELECTRICAL CONDUIT PIPE STAND. RERUN
SHUT DOWN WIRE AND MAKE READY.
19. Remove. Clear. P/V. Value For. U.S.C.G
inspection -

L&M- 1600⁰⁰
22.614⁰⁰

75' x 17" x 20.42 } Exempt.
4 x 17" x 20.42 } 111' x 20.42
Blot & 4 P x 4 Coat new } @ 190 # -> 4500.00
work - } 80 low feet x 2' = 1600⁰⁰
@ 125¢ = 200⁰⁰

HOLLYWOOD 2511

SBA SHIPYARD FEB. 20, 1990

HIGMAN TOWING AND HOLLYWOOD

SUMMARY SHEET AND PRO RATA
OF COMBINED EXPENSE

1. COMBINED EXPENSE

A. GAS FREE	\$ 14,262
B. GAS FREE CERTIFICATE	300
C. SHIFTING	100
	<u>\$ 14,662</u>

HOLLYWOOD SUB-TOTAL \$ 11,074

PRO RATA OF COMBINED

EXPENSE:

$\times \frac{2}{3} \times \$ 14,662 = 9,775$

HOLLYWOOD TOTAL

\$ 20,849 \leftarrow 20
 $\times 20$

22500
20849
1651
1679

HIGMAN SUB-TOTAL \$ 2,660

PRO RATA OF COMBINED

EXPENSE:

$\times \frac{1}{3} \times \$ 14,662 = 4,887$

HIGMAN TOTAL

\$ 7,547

Total 28,396
12 State ~~tax~~
taken

* AGREED BETWEEN WILLIE MANSON AND

JOHN LABARGE 3-1-90

DO 24000
HTCO 20-*

SAS 102
DO- 91621
other willi
man
mike- moran

HOLLY WOOD 2511

SBA SHIPYARD FEB. 22, 1990

HILMAN TOWING INCORP.

1. RENEW DAMAGE DECK KNUCKLE INWAY OF
H5 STRB,

A. 1 PC 8' LONG X 4' WIDE X $\frac{3}{8}$ "

B. RENEW 1.42" REVEL

C. TEST AFFECTED AREA

D. BLAST AND PAINT AFFECTED AREA. 1,260.⁰⁰

2. REPAIR ITEMS FOR USCG INSPECTION

A. REPAIR P/S LIGHT STANDS

B. RESTORE CARGO AND ULLAGE HATCH

GASKETS

C. OPEN AND CLEAN 14 PV VALVES

D. PROVE EMERGENCY SHUT DOWN TO

USCG

E. REPAINT DRAFT MARKS, NAME

AND HAILING PORT.

1100

3. AIR TEST H1 P/S CARGO TANKS

INCLUDING THE BULKHEAD IN THE

FWD VOID AND DECK KNUCKLES

200

4. REWELD SIDE SHELL FRACTURE NEXT

TO THE UPPER RUB PAD AND TEST

THE ENTIRE SIDE SHELL AND DECK

KNUCKLE

100

HILMAN SUB TOTAL

2660.⁰⁰



S. B. A. SHIPYARDS, INC.

P. O. BOX 1386

JENNINGS, LOUISIANA 70546

PHONE (318) 824-1519

TANK BARGE "I.B.-1926"
and/or OWNERS, and/or CHARTERS,
INGRAM BARGE LINE
P.O. BOX 23049
Nashville, TN 37202

Attention: Dave

INVOICE NO. 10-5 (90)

WORK ORDER NO. 1185

DATE October 16, 1990

P. O. NO.

INVOICE DUE UPON RECEIPT.

RED LETTER CLAUSE

We contract only upon the following terms, applicable to every contract; in the case of a vessel we have a lien upon the vessel for our bill; all time contracts are subject, without responsibility on our part, to delay in case of strike, labor difficulties, fire or causes beyond our control; or liability in case of defective workmanship or material is limited strictly to the proper replacement thereof. In respect of loss and/or damage to the vessel, we will not be responsible unless reported in writing within sixty days of delivery. This is in lieu of all other warranty.

Futhermore, we undertake to perform work on vessels and provide berth, warfage, towage and other services and facilities only upon condition that we shall not be liable in respect to any one vessel, directly or indirectly in contract, tort or otherwise, to its owners, charterers or underwriters for any injury to such vessel, its cargo, equipment or movable stores, or for any consequences thereof, unless such injury is caused by our negligence or the negligence of our employees and in no event shall our aggregate liability to all such parties in interest for damage sustained by them, as a result of such injury, exceed the sum of \$300,000.00.

"In connection with the accident and/or indemnity and/or insurance clauses, if any, contained in your specifications relating to liability for personal injuries, please note that we do not agree to same, insofar as they undertake to impose any liability or any obligations to take out or maintain insurance beyond the liabilities or the obligations to insure imposed upon us by law."

We Invoice your Account for work done to your Tank Barge, "I.B.-1926",
as requested by your Mr. Dave, and as listed below.

1. Labor and material to strip Eythenol from a 200' x 35' x 15' double skin, Box Barge with Vaccum Truck Service. Barge to be ground and secure before boarding to begin work. Ballast as necessary to strip. Furnish Personnel with GAS MASK to strip pumps. Pump off ballast and wash tank truck after stripping completed.

Labor: 22 regular man hours at \$20.00 per man hour	.....	\$440.00	
15 overtime man hours at \$7.50 per man hour	.....	112.50	
Total Labor			\$552.00
Materials and Services:			
4 hours of Vaccum Truck Service			
at \$53.28 per hour of service	.....	\$213.12	
Plus 5%	.....	10.66	
Total Materials			223.78
Total Labor, Materials and Equipment			776.28
4% State Sales TAX on Repair Work	.....	31.05	
2% Parish and SchoolBoard TAX	.....	15.53	
Total Invoice Amount Due	.....	\$822.86	

Checked By

Survey Requested by SRM S/V Vessel Owner or Agent HOLLYWOOD Date 6-1-90
Vessel HOLLYWOOD 2513 Type of Vessel TANK BARGE Specific Location of Vessel SRM MERMANTAH
Last Three (3) Cargoes BLACK OIL, CRUDE OIL Tests Performed O₂/LEL/VISUAL/BENZENE Time Survey Completed 11:00AM

ALL CARGO TANKS (1-6 PDS, AFTER TRIM) - CLEAN, LESS THAN 2PPM BENZENE
WITH AIR VENT. (MIN. 500 CFM)
ENTERED WITH RESTRICTIONS
2 HRS. W/O RESPIRATOR
REMAINING ENTRY W/ HALF
FACE MASK USING ORGANIC CARTRIDGE
SAFE FOR HOT WORK

STEAM COILS - AIR BLOWN
SAFE FOR HOT WORK

CARGO KILN - OPENED, CLEANED, CLOSED

DECK SLOP TANK - CLEAN 0% LEL SECURED

FORWARD & AFTER TANKS - SAFE FOR WORKERS
SAFE FOR HOT WORK
AIR VENTS (MIN. 500 CFM) REQUIRED

In the event of any physical or atmospheric changes adversely affecting the STANDARD SAFETY DESIGNATIONS assigned to any of the above spaces, or if in any doubt, immediately stop all work and contact the undersigned Marine Chemist.

QUALIFICATIONS: Transfer of ballast or manipulation of valves or closure equipment tending to alter conditions in pipe lines, tanks or compartments subject to gas accumulation, unless specifically approved in this Certificate, requires inspection and endorsement or reissue of Certificate for the spaces so affected. All lines, vents, heating coils, valves, and similarly enclosed appurtenances shall be considered "not safe" unless otherwise specifically designated.

STANDARD SAFETY DESIGNATIONS (partial list, paraphrased from NFPA 306 Subsections 2-3.1 through 2-3.5, and Subsection 6-3.2)

SAFE FOR WORKERS: Means that in the compartment or space so designated: (a) the oxygen content of the atmosphere is at least 19.5 percent by volume; and that, (b) toxic materials in the atmosphere are within permissible concentrations; and that, (c) the residues are not capable of producing toxic materials under existing atmospheric conditions while maintained as directed on the Marine Chemist's Certificate.

NOT SAFE FOR WORKERS: Means that in the compartment or space so designated, the requirements of Safe for Workers have not been met.

ENTER WITH RESTRICTIONS: Means that in any compartment or space so designated, entry for work may be made only if conditions of proper protective equipment, clothing, and time are as specified.

SAFE FOR HOT WORK: Means that in the compartment so designated: (a) oxygen content of the atmosphere is at least 19.5 percent by volume, with the exception of inerted spaces or where external hot work is to be performed; and that, (b) the concentration of flammable materials in the atmosphere is below 10 percent of the lower flammable limit; and that, (c) the residues are not capable of producing a higher concentration than permitted by (b) above under existing atmospheric conditions in the presence of fire, and while maintained as directed on the Marine Chemist's Certificate; and further, that, (d) all adjacent spaces containing or having contained flammable or combustible materials have been cleaned sufficiently to prevent the spread of fire, or are satisfactorily inerted, or, in the case of fuel tanks or lube oil tanks, or engine room or fire room bilges, have been treated in accordance with the Marine Chemist's requirements.

NOT SAFE FOR HOT WORK: Means that in the compartment so designated, the requirements of Safe for Hot Work have not been met.

SAFE FOR REPAIR YARD ENTRY: Means that the compartments and spaces of the flammable cryogenic liquid carrier so designated: (a) have been tested by sampling at remote sampling stations, and results indicate the atmosphere tested to be above 19.5 percent oxygen, and less than 10 percent of the lower flammable limit, or (b) are inerted.

CHEMIST'S ENDORSEMENT. This is to certify that I have personally determined that all spaces in the foregoing list are in accordance with NFPA 306 Control of Gas Hazards on Vessels and have found the condition of each to be in accordance with its assigned designation.

"The undersigned acknowledges receipt of this Certificate under Section 2-6 of NFPA 306 and understands conditions and limitations under which it was issued."

This Certificate is based on conditions existing at the time the inspection herein set forth was completed and is issued subject to compliance with all qualifications and instructions.

Signed Louis S. Hataway Date 6-1-90 Signed W. B. Hataway #537
Name Company Marine Chemist Certificate No.

NOTE: THIS CERTIFICATE IS VALID ONLY ON MARINE VESSELS

MARINE CHEMIST CERTIFICATE

SERIAL NO. E 55009

Survey Requested by

Vessel Owner or Agent

Date

Vessel

Type of Vessel

Specific Location of Vessel

Last Three (3) Cargoes

Tests Performed

Time Survey Completed

ALL CARGO TANKS (1-6 P45, AFTERIM) - CLEAN, LESS THAN 2 PPM BENZENE, WITH AIR VENT. (MIN. 500 CFM) ENTERED WITH RESTRICTIONS. EHS. W/ D RESPIRATOR. REMAINING ENTRY W/ HALF FACE MASK USING ORGANIC CARTRIDGE. SAFE FOR HOT WORK.

STEAM BOILERS - AIR LOCKED. SAFE FOR HOT WORK.

CHANGS ENGINE - OPEN, CLEAN, VENTILATED.

WELL STOP TANK - CLEAN, DRY, LOCKED.

INTERIOR 1 ALLEY 9000 - SAFE FOR WORKERS. SAFE FOR HOT WORK. AIR VENT (MIN. 500 CFM) REQUIRED.

In the event of any physical or atmospheric changes adversely affecting the STANDARD SAFETY DESIGNATIONS assigned to any of the above spaces, or if in any doubt, immediately stop all work and contact the undersigned Marine Chemist.

QUALIFICATIONS: Transfer of ballast or manipulation of valves or closure equipment tending to alter conditions in pipe lines, tanks or compartments subject to gas accumulation, unless specifically approved in this Certificate, requires inspection and endorsement or reissue of Certificate for the spaces so affected. All lines, vents, heating coils, valves, and similarly enclosed appurtenances shall be considered "not safe" unless otherwise specifically designated.

STANDARD SAFETY DESIGNATIONS (partial list, paraphrased from NFPA 306 Subsections 2-3.1 through 2-3.5, and Subsection 6-3.2)

SAFE FOR WORKERS: Means that in the compartment or space so designated: (a) the oxygen content of the atmosphere is at least 19.5 percent by volume; and that, (b) toxic materials in the atmosphere are within permissible concentrations; and that, (c) the residues are not capable of producing toxic materials under existing atmospheric conditions while maintained as directed on the Marine Chemist's Certificate.

NOT SAFE FOR WORKERS: Means that in the compartment or space so designated, the requirements of Safe for Workers have not been met.

ENTER WITH RESTRICTIONS: Means that in any compartment or space so designated, entry for work may be made only if conditions of proper protective equipment, clothing, and time are as specified.

SAFE FOR HOT WORK: Means that in the compartment so designated: (a) oxygen content of the atmosphere is at least 19.5 percent by volume, with the exception of inerted spaces or where external hot work is to be performed; and that, (b) the concentration of flammable materials in the atmosphere is below 10 percent of the lower flammable limit; and that, (c) the residues are not capable of producing a higher concentration than permitted by (b) above under existing atmospheric conditions in the presence of fire, and while maintained as directed on the Marine Chemist's Certificate; and further, that, (d) all adjacent spaces containing or having contained flammable or combustible materials have been cleaned sufficiently to prevent the spread of fire, or are satisfactorily inerted, or, in the case of fuel tanks or lube oil tanks, or engine room or fire room bilges, have been treated in accordance with the Marine Chemist's requirements.

NOT SAFE FOR HOT WORK: Means that in the compartment so designated, the requirements of Safe for Hot Work have not been met.

SAFE FOR REPAIR YARD ENTRY: Means that the compartments and spaces of the flammable cryogenic liquid carrier so designated: (a) have been tested by sampling at remote sampling stations, and results indicate the atmosphere tested to be above 19.5 percent oxygen, and less than 10 percent of the lower flammable limit, or (b) are inerted.

CHEMIST'S ENDORSEMENT. This is to certify that I have personally determined that all spaces in the foregoing list are in accordance with NFPA 306 Control of Gas Hazards on Vessels and have found the condition of each to be in accordance with its assigned designation.

The undersigned acknowledges receipt of this Certificate under Section 2-6 of NFPA 306 and understands conditions and limitations under which it was issued.

This Certificate is based on conditions existing at the time the inspection herein set forth was completed and is issued subject to compliance with all qualifications and instructions.

Signed _____ Date _____

Signed _____ Marine Chemist Certificate No. _____

NOTE: THIS CERTIFICATE IS VALID ONLY ON MARINE VESSELS

Printed in

CUSTOMER COPY



S. B. A. SHIPYARDS, INC.

P. O. BOX 1386
JENNINGS, LOUISIANA 70546
PHONE (318) 824-1519

Inland Tank Barge, "HOLLYWOOD 2513"
and/or OWNERS, and/or CHARTERS,
HOLLYWOOD MARINE, INC.
P.O. BOX 1343
Houston, Texas 77251

Attention: Mr. Willie Monson

RED LETTER CLAUSE

INVOICE NO. 7-1 (90)

WORK ORDER NO. #1166

DATE July 5, 19 90

P. O. NO.

INVOICE DUE UPON RECEIPT.

We contract only upon the following terms, applicable to every contract; in the case of a vessel we have a lien upon the vessel for our bill; all time contracts are subject, without responsibility on our part, to delay in case of strike, labor difficulties, fire or causes beyond our control; or liability in case of defective workmanship or material is limited strictly to the proper replacement thereof. In respect of loss and/or damage to the vessel, we will not be responsible unless reported in writing within sixty days of delivery. This is in lieu of all other warranty.

Furthermore, we undertake to perform work on vessels and provide berth, warpage, towage and other services and facilities only upon condition that we shall not be liable in respect to any one vessel, directly or indirectly in contract, tort or otherwise, to its owners, charterers or underwriters for any injury to such vessel, its cargo, equipment or movable stores, or for any consequences thereof, unless such injury is caused by our negligence or the negligence of our employees and in no event shall our aggregate liability to all such parties in interest for damage sustained by them, as a result of such injury, exceed the sum of \$300,000.00.

"In connection with the accident and/or indemnity and/or insurance clauses, if any, contained in your specifications relating to liability for personal injuries, please note that we do not agree to same, insofar as they undertake to impose any liability or any obligations to take out or maintain insurance beyond the liabilities or the obligations to insure imposed upon us by law."

We Invoice your account for work in process on your Inland Tank Barge, the HOLLYWOOD 2513, work beginning May 21, 1990 through June 29, 1990, and still on going. Work as listed on the following page, and as directed by your Mr. Bill Swinney.

Investment in the Vessel, through 6/29/1990 \$105,378.00

Amount Due for This Partial Billing \$105,378.00

Checked By

S.B.A. SHIPYARDS, INC.

foot of LA Hwy #3166
Jennings, LA 70546

INVOICE NO. 7-1 (90)
WORK ORDER NO. 1166
DATE: July 5, 1990

Inland Tank Barge HOLLYWOOD-2513
and/or OWNERS, and/or CHARTERS
HOLLYWOOD MARINE INC.
P.O. BOX 1343
Houston, Texas 77251

Attention: Mr. Willie Monson

Invoice for work in process on Hollywood Tank Barge, 2513; 5/21/90,
through 6/29/90, as follows, as directed by Bill Swinney.

1. Labor performing the following:
GAS FREE and clean 12 cargo tanks, Forward and After Rakes, Deck
slop tanks, Steam Coils, Steam Pipe Lines and Hose Booms and deck
headers, Safe for men, Safe for Fire.
Obtain a GAS FREE Chemist Certificate.
2. Shift Vessel to Marine Railway and Drydock for Sonic guaging and ~~repairs~~
3. Remove Pump and Power Unit and place on owners trailer. Remove slop
tanks to renew deck plating under the same.
4. Crop and started renewing Port and StarBoard 1/2" plate, Knuckles -
shaped, Cropping and renewing Bottom plate, Stern Transom and
Internals in Stern Rake and cargo tanks as directed.
5. Sand Blasted and Coated Port Side and 1/2' StarBoard Side, Stern
Transverse and Bow Rake.
6. Total Labor in Vessel through 6/29/90,
3,345 man hours at \$19.50 per man hour \$ 65,228.00
7. Warehouse supplies for this period:
such as welding wire, rods, gas, oxygen, burning tips,
steel from stock and miscellaneous 10,164.00
8. Direct Purchases such as Steel, Plate and Structural, and Sand. ... 29,986.00
Investment in the Vessel, as of 6/29/90 \$105,378.00



S. B. A. SHIPYARDS, INC.

P. O. Box 1386
JENNINGS, LOUISIANA 70546
PHONE (318) 824-1519

Inland Tank Barge, "HOLLYWOOD 2513"
and/or OWNERS, and/or CHARTERS,
HOLLYWOOD MARINE, INC.
P.O. BOX 1343
Houston, Texas 77251

Attention: Mr. Willie Monson

INVOICE NO. 7-1 (90)

WORK ORDER NO. #1166

DATE July 5, 19 90

P.O. NO.

INVOICE DUE UPON RECEIPT.

RED LETTER CLAUSE

We contract only upon the following terms, applicable to every contract; in the case of a vessel we have a lien upon the vessel for our bill; all time contracts are subject, without responsibility on our part, to delay in case of strike, labor difficulties, fire or causes beyond our control; or liability in case of defective workmanship or material is limited strictly to the proper replacement thereof. In respect of loss and/or damage to the vessel, we will not be responsible unless reported in writing within sixty days of delivery. This is in lieu of all other warranty.

Futhermore, we undertake to perform work on vessels and provide berth, warfage, towage and other services and facilities only upon condition that we shall not be liable in respect to any one vessel, directly or indirectly in contract, tort or otherwise, to its owners, charterers or underwriters for any injury to such vessel, its cargo, equipment or movable stores, or for any consequences thereof, unless such injury is caused by our negligence or the negligence of our employees and in no event shall our aggregate liability to all such parties in interest for damage sustained by them, as a result of such injury, exceed the sum of \$300,000.00.

"In connection with the accident and/or indemnity and/or insurance clauses, if any, contained in your specifications relating to liability for personal injuries, please note that we do not agree to same, insofar as they undertake to impose any liability or any obligations to take out or maintain insurance beyond the liabilities or the obligations to insure imposed upon us by law."

We Invoice your account for work in process on your Inland Tank Barge, the HOLLYWOOD 2513, work begining May 21, 1990 through June 29, 1990, and still on going. Work as listed on the following page, and as directed by your Mr. Bill Swinney.

Investment in the Vessel, through 6/29/1990 \$105,378.00

Amount Due for This Partial Billing \$105,378.00

Checked By

S.B.A. SHIPYARDS, INC.

foot of LA Hwy #3166
Jennings, LA 70546

INVOICE NO. 7-1 (90)
WORK ORDER NO. 1166
DATE: July 5, 1990

Inland Tank Barge HOLLYWOOD-2513
and/or OWNERS, and/or CHARTERS
HOLLYWOOD MARINE INC.
P.O. BOX 1343
Houston, Texas 77251

Attention: Mr. Willie Monson

Invoice for work in process on Hollywood Tank Barge, 2513; 5/21/90,
through 6/29/90, as follows, as directed by Bill Swinney.

1. Labor performing the following:
GAS FREE and clean 12 cargo tanks, Forward and After Rakes, Deck
slop tanks, Steam Coils, Steam Pipe Lines and Hose Booms and deck
headers, Safe for men, Safe for Fire.
Obtain a GAS FREE Chemist Certificate.
2. Shift Vessel to Marine Railway and Drydock for Sonic guaging and ~~report~~
3. Remove Pump and Power Unit and place on owners trailer. Remove slop
tanks to renew deck plating under the same.
4. Crop and started renewing Port and StarBoard ½" plate, Knuckles -
shaped, Cropping and renewing Bottom plate, Stern Transom and
Internals in Stern Rake and cargo tanks as directed.
5. Sand Blasted and Coated Port Side and 1/2' StarBoard Side, Stern
Transverse and Bow Rake.
6. Total Labor in Vessel through 6/29/90,
3,345 man hours at \$19.50 per man hour \$ 65,228.00
7. Warehouse supplies for this period:
such as welding wire, rods, gas, oxygen, burning tips,
steel from stock and miscellaneous 10,164.00
8. Direct Purchases such as Steel, Plate and Structural, and Sand.... 29,986.00
Investment in the Vessel, as of 6/29/90 \$105,378.00



S. B. A. SHIPYARDS, INC.

P. O. Box 1386

JENNINGS, LOUISIANA 70546

PHONE (318) 824-1519

Inland Tank Barge, "HOLLYWOOD-2513"
and/or OWNERS, and/or CHARTERS,
HOLLYWOOD MARINE, INC.
P. O. Box 1343
Houston, Texas 77251

INVOICE NO. 8-1 (90)

WORK ORDER NO. #1166

DATE August 17, 19 90

P. O. NO. _____

Attention: Mr. Willie Monson

RED LETTER CLAUSE

INVOICE DUE UPON RECEIPT.

We contract only upon the following terms, applicable to every contract; in the case of a vessel we have a lien upon the vessel for our bill; all time contracts are subject, without responsibility on our part, to delay in case of strike, labor difficulties, fire or causes beyond our control; or liability in case of defective workmanship or material is limited strictly to the proper replacement thereof. In respect of loss and/or damage to the vessel, we will not be responsible unless reported in writing within sixty days of delivery. This is in lieu of all other warranty.

Futhermore, we undertake to perform work on vessels and provide berth, warfage, towage and other services and facilities only upon condition that we shall not be liable in respect to any one vessel, directly or indirectly in contract, tort or otherwise, to its owners, charterers or underwriters for any injury to such vessel, its cargo, equipment or movable stores, or for any consequences thereof, unless such injury is caused by our negligence or the negligence of our employees and in no event shall our aggregate liability to all such parties in interest for damage sustained by them, as a result of such injury, exceed the sum of \$300,000.00.

"In connection with the accident and/or indemnity and/or insurance clauses, if any, contained in your specifications relating to liability for personal injuries, please note that we do not agree to same, insofar as they undertake to impose any liability or any obligations to take out or maintain insurance beyond the liabilities or the obligations to insure imposed upon us by law."

We Invoice your account for cleaning and repair work done to your Inland Tank Barge, the "HOLLYWOOD-2513", as authorized by your company Representative, Mr. Bill Swinney, and as listed on the following pages.

Total of Labor, Materials and Equipment	\$229,123.00
Less Invoice No. 7-1 (90) DATED: July 5, 1990	- 105,378.00
(Invoice still outstanding)	
THIS INVOICE AMOUNT DUE	\$123,745.00
TOTAL AMOUNT DUE ON THIS BARGE	\$229,123.00

*Check amount
go out today
or tomorrow*

Checked By: _____

Robb Bugh Jr

S.B.A. SHIPYARDS, INC.

foot of LA Hwy #3166
Jennings, LA 70546

INVOICE No.: 8-1 (90)
WORK ORDER No. 1166
DATE: August 17, 1990

INLAND TANK BARGE, "HOLLYWOOD-2513"
and/or OWNERS, and/or CHARTERS,
HOLLYWOOD MARINE, INC.
P. O. Box 1343
Houston, Texas 77251

Invoice for cleaning, GAS FREEing, shifting, docking, undocking,
Blasting and Coating, and steel renewals, external and internal as
authorized by Mr. Bill Swinney, for the Hollywood Barge #2513, and as
listed.

1. GAS FREE and clean, a 20,000 barrel tank barge with 12 main tanks
and trim tanks Aft, Forward and After Rake tanks. Forward Rake
tank contained oil and water. Cleaned slop tank on deck, steam-
coils, pipe lines and Hose Booms; Steamed and Blown. Vessel safe
for men and fire. Pick-up and bucket out 55 barrels of heavy rust,
mud and scale; rewash tanks with detergent.
Labor, Materials and Equipment \$ 14,786.00
2. Furnish GAS FREE Chemist Certificate 300.00
3. Shift vessel to Marine Railway slip; Drydock, Lay-time and undock 1,600.00
4. (a.) Steel work: Plate and structural as per itemized list given
to Mr. Swinney, and as requested by Mr. Swinney, including
internals in tanks, Stern Rake, Deck, Forward Rake, etc.
114,299 LBs of plate and structural at \$1.50 per LB, quoted
price.
Labor and Materials 171,449.00

(b.) Crop and renew or replace Fifteen 4' x 1' x 1 1/4" Rub Pads,
seven (7) per side and one on the stern.
Quoted price, Labor and Materials 2,880.00
5. U.S. Coast Guard Bi Annual and docking as required, signs, P/V valves
removed, cleaned resealed light stands and remote shut down.
Quoted, Labor and Materials 1,500.00
6. Test 13 tanks, Rake end, Air-test at 2 1/2# soat and water spray;
Test Internal BulkHeads, re-test for U.S. Coast Guard.
Quoted, Labor and Materials 1,800.00

"HOLLYWOOD-2513"
HOLLYWOOD MARINE, INC.

Page 2.

INVOICE No. 8-1 (90)
WORK ORDER No. #1166

7.	Remove Power unit, pump and gear head from the vessel and load onto Owner's Rep. truck. Unload when returned; Install back on Barge. Necessary to re-align Power unit; found to be 1 3/4" out of line. Alined; recut bolt holes and clip welded as directed.	
	Labor, Equipment and materials	\$ 875.00
8.	Cut holes in bottom of After Rake Tanks and Forward Rake.. Shovel out rust, Scale and muck. Pressure-wash, necessary to make internal repairs. 76 man hours at \$17.00 per man hour	
	Labor and Materials	1,292.00
9.	Internal Pick-up welding, Blasting and rewelding seams and butts, as inspected and requested by owner's Rep. Total of 1,189 linear feet of Blasting & two (2) pass welding at \$5.50 per linear foot.	
	Labor and materials	6,540.00
10.	Remove and reinstall as directed, three (3) buttons and Kevels on Stern Rake deck.	
	Labor and Materials	765.00
11.	Air Test steam coils and deck header as directed, 120# air, soap spray, test internal piping, valves, repack reachrods. 36 man hours at \$18.00 per man hour.	
	Labor, Equipment & Packing	648.00
12.	Remove Port/StarBoard pollution pans, Blast & 2 coat and install Owner furnished pans; repipe into deck. Fabricate new cover for Hose Boom pan. Blast and 2 coat. 56 man hours at \$18.00 per hour	
	Labor and materials	1,008.00
13.	Remove slop tank from deck to ground, necessary to install deteriorated deck plated under; load on Owner's trailer as directed. 7 man hours, including crane service, at \$18.00 per man hour ...	126.00
14.	Solid weld Owner Furnished letters, Port/StarBoard; stainless re-weld draft marks, four sides. 96 man hours at \$19.00 per man hour	
	Labor and Materials	1,824.00
15.	Apply Owner's Coating in Forward and After Rake as directed. 42 man hours at \$17.00 per man hour	714.00
16.	Remove stern winch and install Owner Furnished winch as directed; re-coat red. 12 man hours at \$18.00 per man hour	216.00
17.	Blast to Bright, white metal, sides, bottom Rake ends. Apply owner's 2 Coat Epoxy system. Including deck repairs and touch-up, including white border around deck. 26,000 sq. ft. at \$.80 per sq. ft.	<u>20,800.00</u>
	Total of Labor, Materials and Equipment	\$229,123.00
	Less Invoice No. 7-1 (90) Dated July 5, 1990 (Invoice still outstanding)	<u>- 105,378.00</u>
	This Invoice Amount Due	\$123,745.00



S. B. A. SHIPYARDS, INC.

P. O. Box 1386

JENNINGS, LOUISIANA 70546

PHONE (318) 824-1519

Inland Tank Barge, "HOLLYWOOD-2513"
and/or OWNERS, and/or CHARTERS,
HOLLYWOOD MARINE, INC.
P. O. Box 1343
Houston, Texas 77251

INVOICE NO. 8-1 (90)

WORK ORDER NO. #1166

DATE August 17, 19 90

P. O. NO. _____

Attention: Mr. Willie Monson

RED LETTER CLAUSE

INVOICE DUE UPON RECEIPT.

We contract only upon the following terms, applicable to every contract: In the case of a vessel we have a lien upon the vessel for our bill; all time contracts are subject, without responsibility on our part, to delay in case of strike, labor difficulties, fire or causes beyond our control; or liability in case of defective workmanship or material is limited strictly to the proper replacement thereof. In respect of loss and/or damage to the vessel, we will not be responsible unless reported in writing within sixty days of delivery. This is in lieu of all other warranty.

Futhermore, we undertake to perform work on vessels and provide berth, warriage, towage and other services and facilities only upon condition that we shall not be liable in respect to any one vessel, directly or indirectly in contract, tort or otherwise, to its owners, charterers or underwriters for any injury to such vessel, its cargo, equipment or movable stores, or for any consequences thereof, unless such injury is caused by our negligence or the negligence of our employees and in no event shall our aggregate liability to all such parties in interest for damage sustained by them, as a result of such injury, exceed the sum of \$300,000.00.

"In connection with the accident and/or indemnity and/or insurance clauses, if any, contained in your specifications relating to liability for personal injuries, please note that we do not agree to same, insofar as they undertake to impose any liability or any obligations to take out or maintain insurance beyond the liabilities or the obligations to insure imposed upon us by law."

We Invoice your account for cleaning and repair work done to your Inland Tank Barge, the "HOLLYWOOD-2513", as authorized by your company Representative, Mr. Bill Swinney, and as listed on the following pages.

Total of Labor, Materials and Equipment	.....	\$229,123.00
Less Invoice No. 7-1 (90) DATED: July 5, 1990		- 105,378.00
(Invoice still outstanding)		
THIS INVOICE AMOUNT DUE	.....	\$123,745.00
TOTAL AMOUNT DUE ON THIS BARGE	.....	\$229,123.00

*Check enclosed
go out today
or tomorrow*

Checked By: _____

[Signature]

S.B.A. SHIPYARDS, INC.

foot of LA Hwy #3166
Jennings, LA 70546

INVOICE No.: 8-1 (90)
WORK ORDER No. 1166
DATE: August 17, 1990

INLAND TANK BARGE, "HOLLYWOOD-2513"
and/or OWNERS, and/or CHARTERS,
HOLLYWOOD MARINE, INC.
P. O. Box 1343
Houston, Texas 77251

Invoice for cleaning, GAS FREEing, shifting, docking, undocking,
Blasting and Coating, and steel renewals, external and internal as
authorized by Mr. Bill Swinney, for the Hollywood Barge #2513, and as
listed.

1. GAS FREE and clean, a 20,000 barrel tank barge with 12 main tanks
and trim tanks Aft, Forward and After Rake tanks. Forward Rake
tank contained oil and water. Cleaned slop tank on deck, steam-
coils, pipe lines and Hose Booms; Steamed and Blown. Vessel safe
for men and fire. Pick-up and bucket out 55 barrels of heavy rust,
mud and scale; rewash tanks with detergent.
Labor, Materials and Equipment \$ 14,786.00
2. Furnish GAS FREE Chemist Certificate 300.00
3. Shift vessel to Marine Railway slip; Drydock, Lay-time and undock 1,600.00
4. (a.) Steel work: Plate and structural as per itemized list given
to Mr. Swinney, and as requested by Mr. Swinney, including
internals in tanks, Stern Rake, Deck, Forward Rake, etc.
114,299 LBS of plate and structural at \$1.50 per LB, quoted
price.
Labor and Materials 171,449.00

(b.) Crop and renew or replace Fifteen 4' x 1' x 1 1/4" Rub Pads,
seven (7) per side and one on the stern.
Quoted price, Labor and Materials 2,880.00
5. U.S. Coast Guard Bi Annual and docking as required, signs, P/V valves
removed, cleaned resealed light stands and remote shut down.
Quoted, Labor and Materials 1,500.00
6. Test 13 tanks, Rake end, Air-test at 2 1/2# soat and water spray;
Test Internal BulkHeads, re-test for U.S. Coast Guard.
Quoted, Labor and Materials 1,800.00

Remove Power unit, pump and gear head from the vessel and load onto Owner's Rep. truck. Unload when returned; Install back on Barge. Necessary to re-align Power unit; found to be 1 3/4" out of line. Alined; recut bolt holes and clip welded as directed.

Labor, Equipment and materials \$ 875.00

8. Cut holes in bottom of After Rake Tanks and Forward Rake.. Shovel out rust, Scale and muck. Pressure-wash, necessary to make internal repairs. 76 man hours at \$17.00 per man hour

Labor and Materials 1,292.00

9. Internal Pick-up welding, Blasting and rewelding seams and butts, as inspected and requested by owner's Rep. Total of 1,189 linear feet of Blasting & two (2) pass welding at \$5.50 per linear foot.

Labor and materials 6,540.00

10. Remove and reinstall as directed, three (3) buttons and Kevels on Stern Rake deck. Labor and Materials 765.00

11. Air Test steam coils and deck header as directed, 120# air, soap spray, test internal piping, valves, repack reachrods. 36 man hours at \$18.00 per man hour. Labor, Equipment & Packing 648.00

12. Remove Port/StarBoard pollution pans, Blast & 2 coat and install Owner furnished pans; repipe into deck. Fabricate new cover for Hose Boom pan. Blast and 2 coat. 56 man hours at \$18.00 per hour

Labor and materials 1,008.00

13. Remove slop tank from deck to ground, necessary to install deteriorated deck plated under; load on Owner's trailer as directed.

7 man hours, including crane service, at \$18.00 per man hour ... 126.00

14. Solid weld Owner Furnished letters, Port/StarBoard; stainless re-weld draft marks, four sides. 96 man hours at \$19.00 per man hour

Labor and Materials 1,824.00

15. Apply Owner's Coating in Forward and After Rake as directed.

42 man hours at \$17.00 per man hour 714.00

16. Remove stern winch and install Owner Furnished winch as directed; re-coat red. 12 man hours at \$18.00 per man hour 216.00

17. Blast to Bright, white metal, sides, bottom Rake ends. Apply owner's 2 Coat Epoxy system. Including deck repairs and touch-up, including white border around deck. 26,000 sq. ft. at \$.80 per sq. ft. 20,800.00

Total of Labor, Materials and Equipment \$229,123.00

Less Invoice No. 7-1 (90) Dated July 5, 1990 - 105,378.00

(Invoice still outstanding)

This Invoice Amount Due \$123,745.00